



GREENSBORO URBAN AREA

Technical Coordinating Committee

TECHNICAL COORDINATING COMMITTEE

**Minutes of May 18, 2000
9:30 AM Greensboro, NC**

ATTENDEES

Jim Westmoreland	TCC Chair, GDOT	Richard Atkins	Neel-Schaffer
Alec McIntosh	Greensboro Planning	Steve Kennedy	Engineering & Inspections
Candace Burton	Greensboro Parks & Rec	Jerry Dudeck	NCDOT
Cathy Houser	NCDOT	Veronica Dunlap	GDOT
Frank Wyatt	Engineering & Inspections	Tyler Meyer	GDOT
Ken King	GDOT	Travis Marshall	NCDOT
Mike Mills	NCDOT	Gary Faulkner	NCDOT
Mul Wyman	Guilford County Planning	Jim Elza	Guilford County Planning
Paul Muschick	News & Record	Libby James	GTA

ACTION ITEMS

Approve April 14, 2000 Minutes

Frank Wyatt moved to approve the minutes. Libby James seconded and the motion carried.

Recommend TAC adopt MTIP Amendments – Transit

Tyler Meyer reviewed the proposed minor amendments to the Metropolitan Transportation Improvement Program FY 2000-2006 (MTIP). The amendments re-program Section 5307 transit funds in response to a new Board of Transportation policy providing extra money and added flexibility to local authorities. The public review period began April 17 following TAC action and ended May 16. The amendment was displayed and advertised according to the MPO's public involvement policy. No comments were received. Jim Westmoreland moved to recommend TAC adopt the amendments, Frank Wyatt seconded, and the motion carried.

BUSINESS ITEMS

Western Urban Loop at Market Street Interchange

Cathy Houser presented NCDOT's preliminary review of Urban Loop at West Market Street interchange issues. Two issues were cited: (1) exorbitant right-of-way costs due to the location and characteristics of the Sherwin Williams Plant/ Wood Lab (facility value estimated at approximately \$30 million); and (2) a May 8th letter from the FHWA Division Administrator stating the belief that a Market Street interchange would be too close to the I-40 at Urban Loop interchange for safe and efficient operation. Travis Marshall reviewed the 2025 traffic forecasts with and without the interchange. The forecasts show Market Street Interchange traffic diverting

to Guilford College Road, Gallimore Dairy Road, and Friendly Avenue in the no-interchange scenario (with 2025 ADT forecasts of 28,000 on Gallimore Dairy and 22,000 on Guilford College). The forecast of the scenario that includes the interchange omitted Gallimore Dairy Road and Guilford College Road. However, preliminary judgement suggests 2025 ADT traffic of approximately 16,000 on Gallimore Dairy Road and 15,000 on Guilford College Road if the interchange were in place. The Congestion Management Unit will prepare intersection/interchange capacity analysis for discussion at the July MPO meetings.

Jim Westmoreland asked what mitigation measures NCDOT has identified. Gary Faulkner reported that for the no-interchange scenario in 2025: (1) Urban Loop at Friendly Avenue Interchange would operate at a LOS C; and (2) Urban Loop at I-40 Interchange would operate at a reasonable LOS. (3) Impacts further from the interchange will be addressed as the analysis progresses. Sections under review include Gallimore Dairy at I-40 and Guilford College at I-40 and Market Street. Westmoreland requested additional review of Stagecoach Trail (including the effects of diverted truck traffic) and Guilford College at Friendly Ave. Additionally, major traffic volume buildup is expected at the Market Street @ Gallimore Dairy Road and Old Friendly Road. This area and the potential Gallimore Dairy Extension to Friendly Avenue require further study.

NC 68 Corridor Study

Gary Faulkner reviewed the NC 68 Corridor Study. A series of improvements are needed along the NC 68 corridor from Pleasant Ridge Road to Skeet Club Road. Recommendations include construction of parallel collector roads, limiting direct access to NC 68, grade separations at key locations, and intersection reconfiguration to enhance capacity including the removal of one leg of Albert Pick Road. TCC discussion included the fact that two additional through lanes are needed and could be accommodated in existing right-of-ways and bridge structures. The Cities of Greensboro and High Point and NCDOT need to develop a phased action plan for improvements along this corridor.

OTHER ITEMS

Division Engineer Update

Mike Mills reported that the Regional Road at Market Street bridge replacement project will be let to contract in May. The Vickery Chapel Road widening from I-85 Business to Grandover Parkway will be let in June. A state commitment to accelerated right-of-way funds has been made for the Western Urban Loop between I-85 and I-40.

Enhancements Program

Tyler Meyer reported grant applications for the enhancements program as due June 16. NCDOT administers this competitive grants program using Federal Highway set-aside funds for alternative modes and community projects. MPO endorsement is required. The Bicentennial Trail (phase IV) from Gallimore Dairy Road across several other streets to Swing Road will be submitted. This 3.6 mile route across I-40 will follow existing road right-of-way on six foot wide sidewalk with a total cost \$2.1 million including a 25% local match from Guilford County, the project sponsor. This project was included on the MPO Priority Needs List adopted October 21, 1999. TAC endorsement will be sought May 18.

Environmental Justice Update

Tyler Meyer reviewed TCC's April 12th Environmental Justice discussion. In response to a request made to all 17 NC MPOs, the TCC Chair will reply by June 1st. FHWA's questions involve current EJ compliance efforts and plans to incorporate enhanced analysis, documentation, and public involvement strategies in the MPO process.

The meeting adjourned at 10:30 AM.